BookletChart™

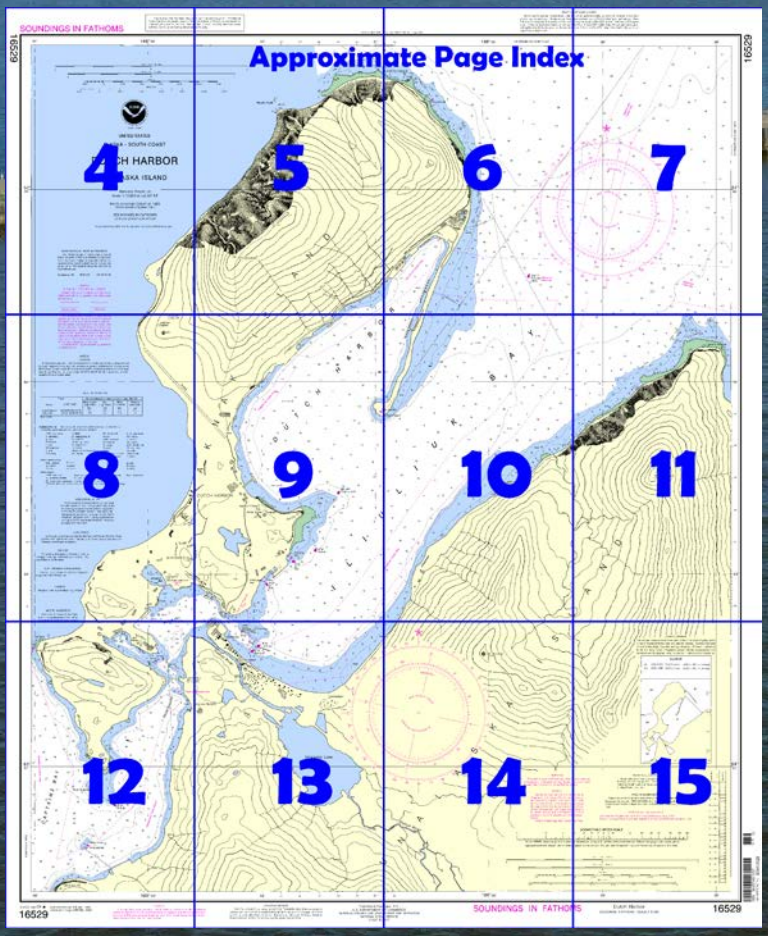
Dutch Harbor

NOAA Chart 16529

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

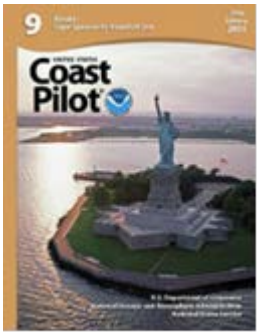
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16529.



(Selected Excerpts from Coast Pilot)
Ulakta Head Light (53°55'27"N., 166°30'32"W.), 61 feet (18.6 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the reef bordering the NE side of Ulakta Head. A pinnacle rock, 30 feet high, adjacent to the shore, is about 50 yards W of the light. Another rock, 20 feet high, is 75 yards NW of the light.
Iliuliuk Bay has its N entrance between Ulakta Head and Second Priest Rock. The entrance is marked by a lighted bell buoy. N of Spithead is a covered ridge that extends across the bay with at least 7 to 8 fathoms near the middle of the bay; kelp has been seen on this ridge in about midchannel. S of this ridge the depths increase to 20 fathoms. There is anchorage almost anywhere in the bay. The usual anchorage is at the head in 14 to 16 fathoms, muddy bottom, where, even with N winds, the force of the sea does not seem to reach. In severe weather, anchorage in Iliuliuk Bay is subject to restrictions.
At the head of Iliuliuk Bay, behind the town of Unalaska, is a ravine or break in the mountains, that extends through to the water S. This is sometimes useful as a guide in entering the bay. Buildings at Unalaska, on the lowland at the head of the bay, are prominent.
Spithead is the end of the long, low, sandspit which forms the E side of Dutch Harbor. **Spithead Light**(53°53'51"N., 166°30'56"W.), 38 feet (11.6 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S end of the spit. Shoal water, less than 6 fathoms, marked prominently by kelp, extends 0.3 mile into Iliuliuk Bay from the middle part of the sandspit.
The W shore of Iliuliuk Bay S of the sandspit is fringed with rocks and should not be approached closer than 0.3 mile.
Rocky Point has a kelp-marked reef that extends 400 yards toward Spithead; the outer limit is marked by a lighted buoy. A rock, covered ¾ fathom, is 250 yards NE of the point. Along the E side of Rocky Point the reef is extensive; the 10-fathom curve, which marks the outer limit of broken bottom in this part of Iliuliuk Bay, roughly parallels the side of the point at a distance of nearly 400 yards.
A signal station and six oil storage tanks are on the hillcrest W of Rocky Point. Eight additional tanks are 0.1 mile S of Rocky Point.
Dutch Harbor, on the W side of Iliuliuk Bay, has its entrance between Spithead and Rocky Point. The water is deep close to the shores and in all parts of the harbor, except off Rocky Point. The entrance is about 0.5 mile wide and 12 to 18 fathoms deep.
Anchorage may be had within the harbor in 13 to 18 fathoms. Violent williwaws are experienced during gales, especially from the SW, and the best shelter will be found under the high part of the island well N of the entrance. SW gales practically have a clear sweep across the entrance because of the lowland W. Vessels forced to moor at Delta Western, Dutch Harbor Terminal Wharf during the early spring and fall will find it necessary to use chains and wire cables in addition to mooring lines during the severe gales. Vessel operators are encouraged to contact the Port of Dutch Harbor at 907-581-1254 and consult the United States Coast Guard **Severe Weather Guidelines** at http://homeport.uscg.mil/anchorage.
Pilotage, Dutch Harbor.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Aleutian Islands are served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)
Dutch Harbor is a **customs station**.
An **Immigration and Naturalization Service** office is located in Dutch Harbor. (See chapter 3, Vessel Arrival Inspections, and Appendix A for address.)
Unalaska is on a low strip of land between the shore at the head of Iliuliuk Bay and a stream which empties into Iliuliuk Harbor. The wharf is at the W end of the strip of lowland. The N side of the wharf faces the passage connecting the bay and harbor and the W side faces the harbor. The channel approach to the passage is endangered by Iliuliuk Reef which is off the town in Iliuliuk Bay.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:10,000 at Lat 53° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.111" southward and 6.821" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK WXK-89 162.550 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Additional information can be obtained at nauticalcharts.noaa.gov

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

NOTE B

CAUTION

It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside of the effected area.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Dutch Harbor	(53°54'N/166°32'W)	3.7	3.4	1.2
Unalaska	(53°53'N/166°32'W)	3.6	3.3	0.9

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2010)

16529

SOUNDINGS IN FATHOMS

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

34'

166° 33'

32'

50'

SCALE 1:10,000

Nautical Miles

½ 0 ½

Statute Miles

½ 0 ½

Yards

200 0 200 400 600 800 1000 1200

Meters

200 0 200 400 600 800 1000 1200

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

DUTCH HARBOR

UNALASKA ISLAND

53° 55'

Mercator Projection
Scale 1:10,000 at Lat 53° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

NOAA WEATHER RADIO BROADCASTS

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Needle Rock

(67) (16) (20)

1634 1500 1589 Mt Ballyhoo

ANTENNA (lighted)

ANTENNA (lighted)

258

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

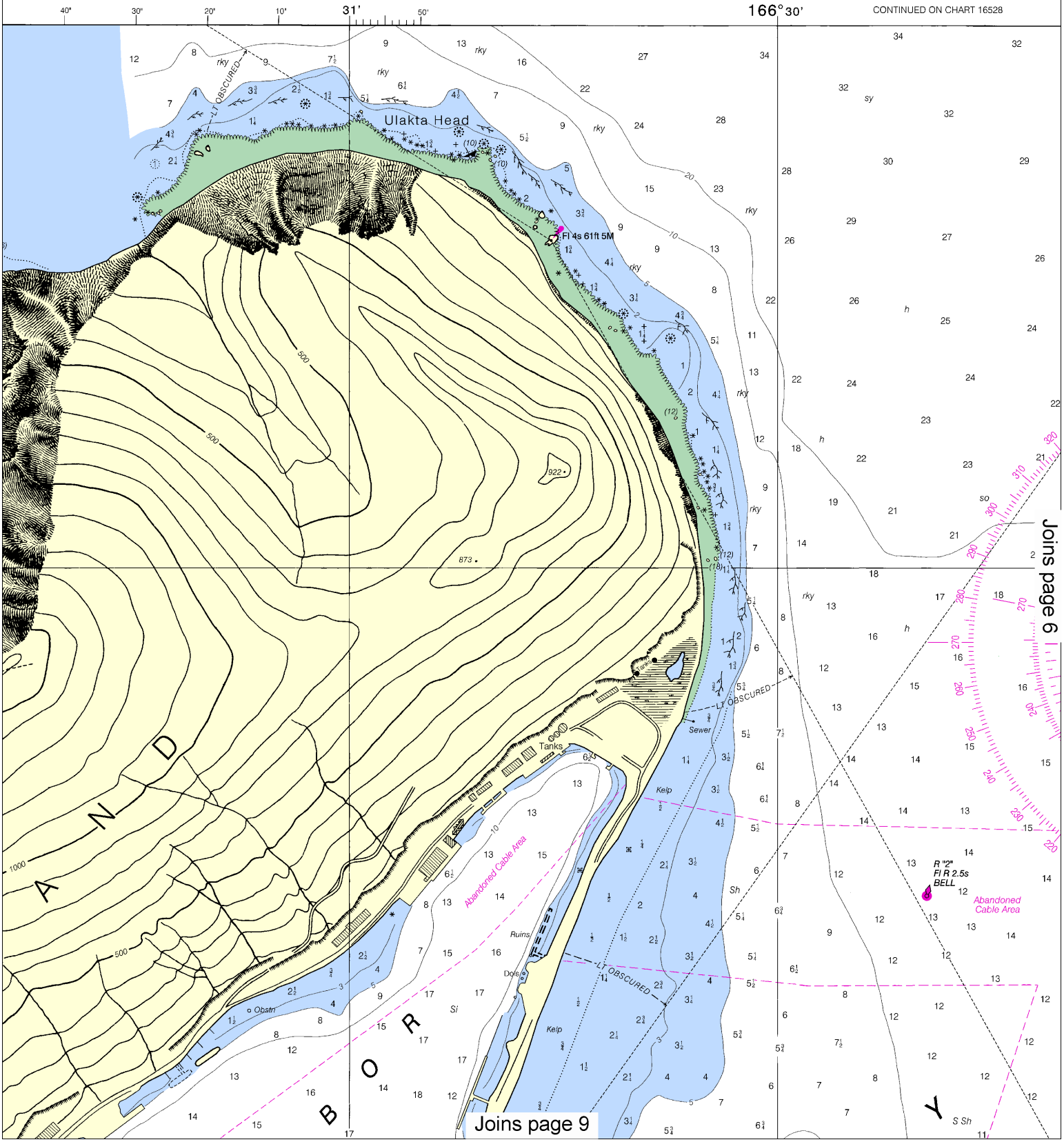
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Formerly C&GS 9008, 1st Ed., June 1900 V-1900-30 KAPP 2523



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

) CHARTS
odated weekly by NOAA for Notices to Mariners
red using Print-on-Demand technology. New
traditional NOAA charts. Ask your chart agent
://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or
afix.com.

Formerly C&GS 9008, 1st Ed., June 1900 V-1900-30 KAPP 2523

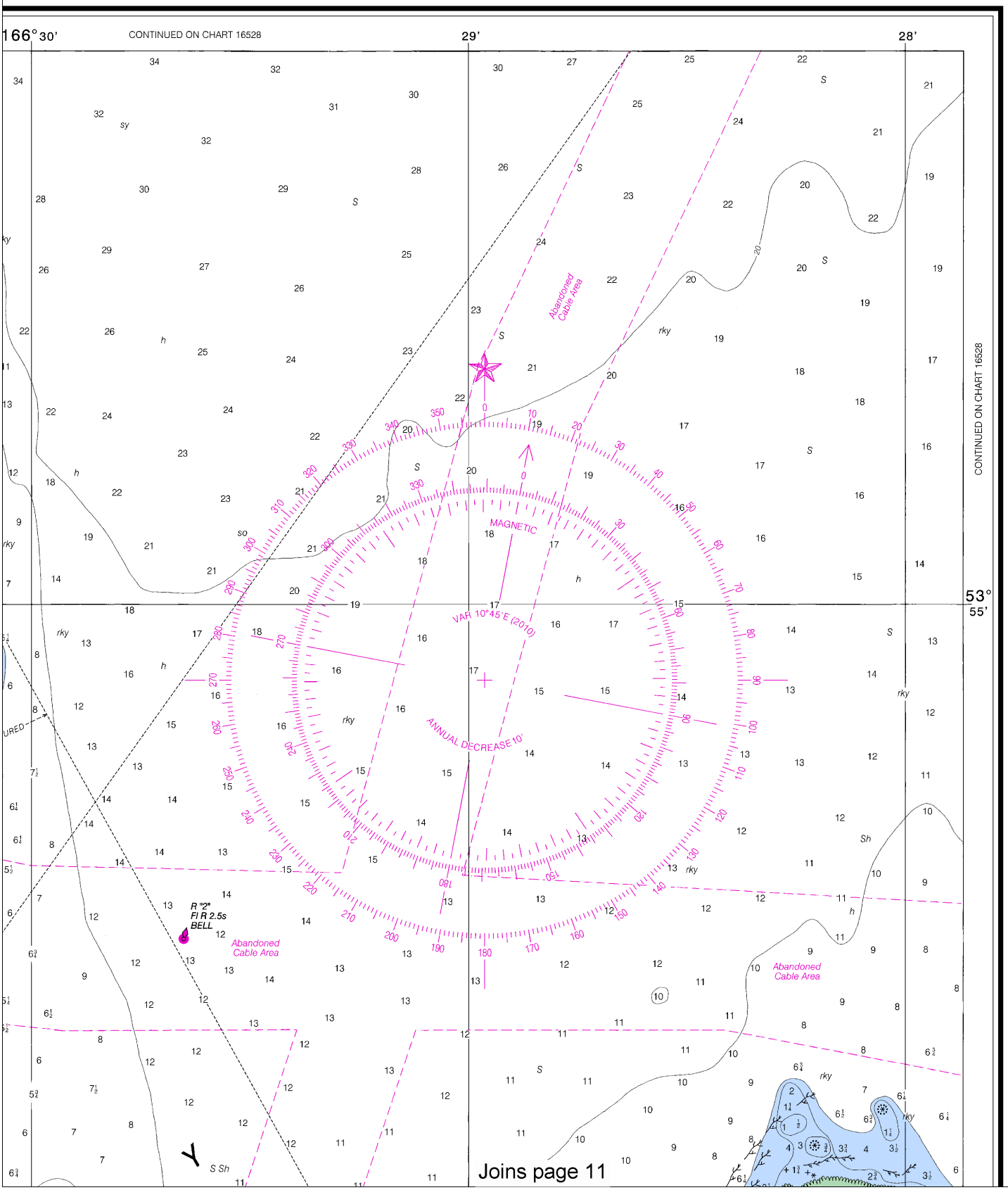
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

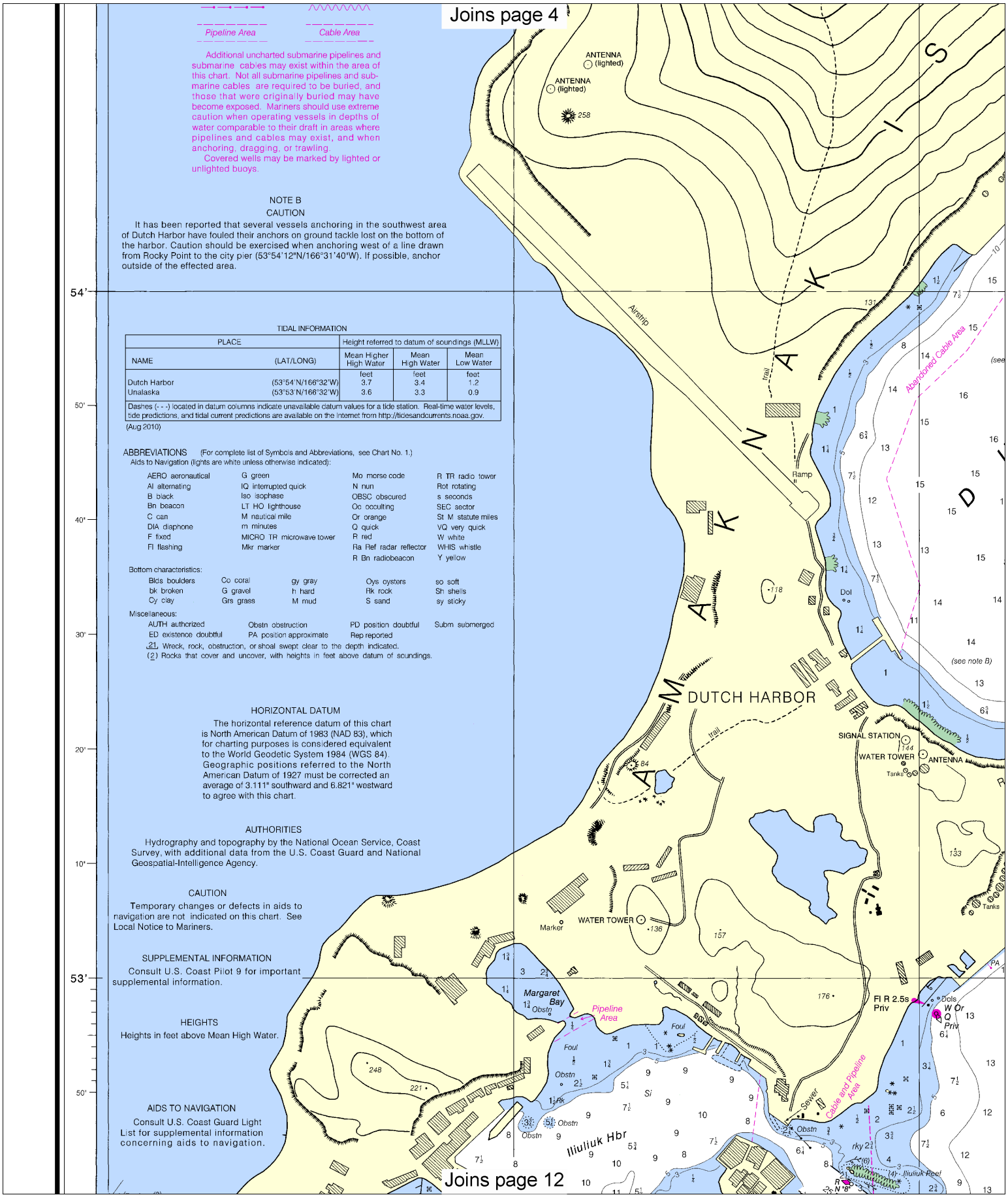
6

Note: Chart grid lines are aligned with true north.



16529

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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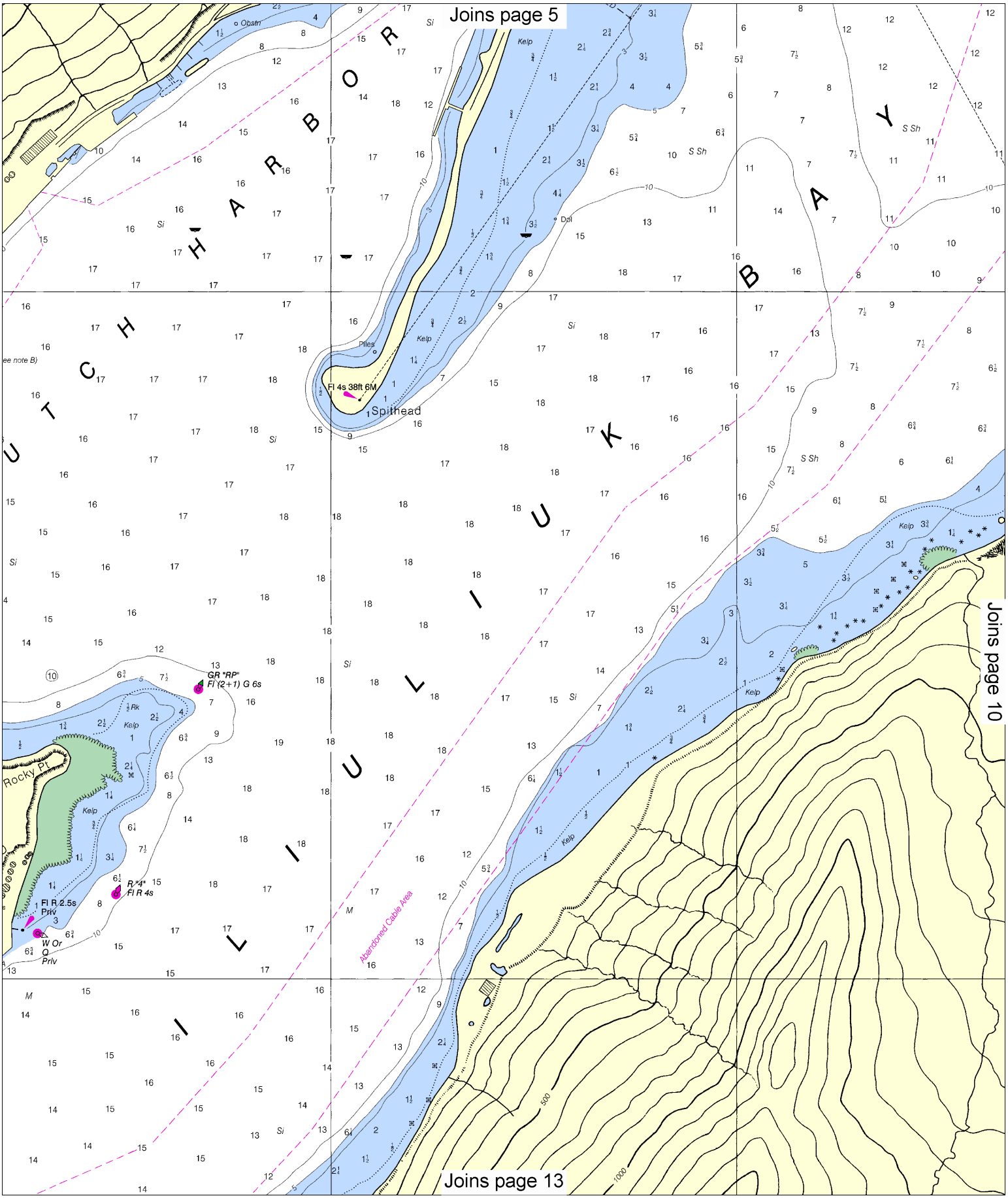
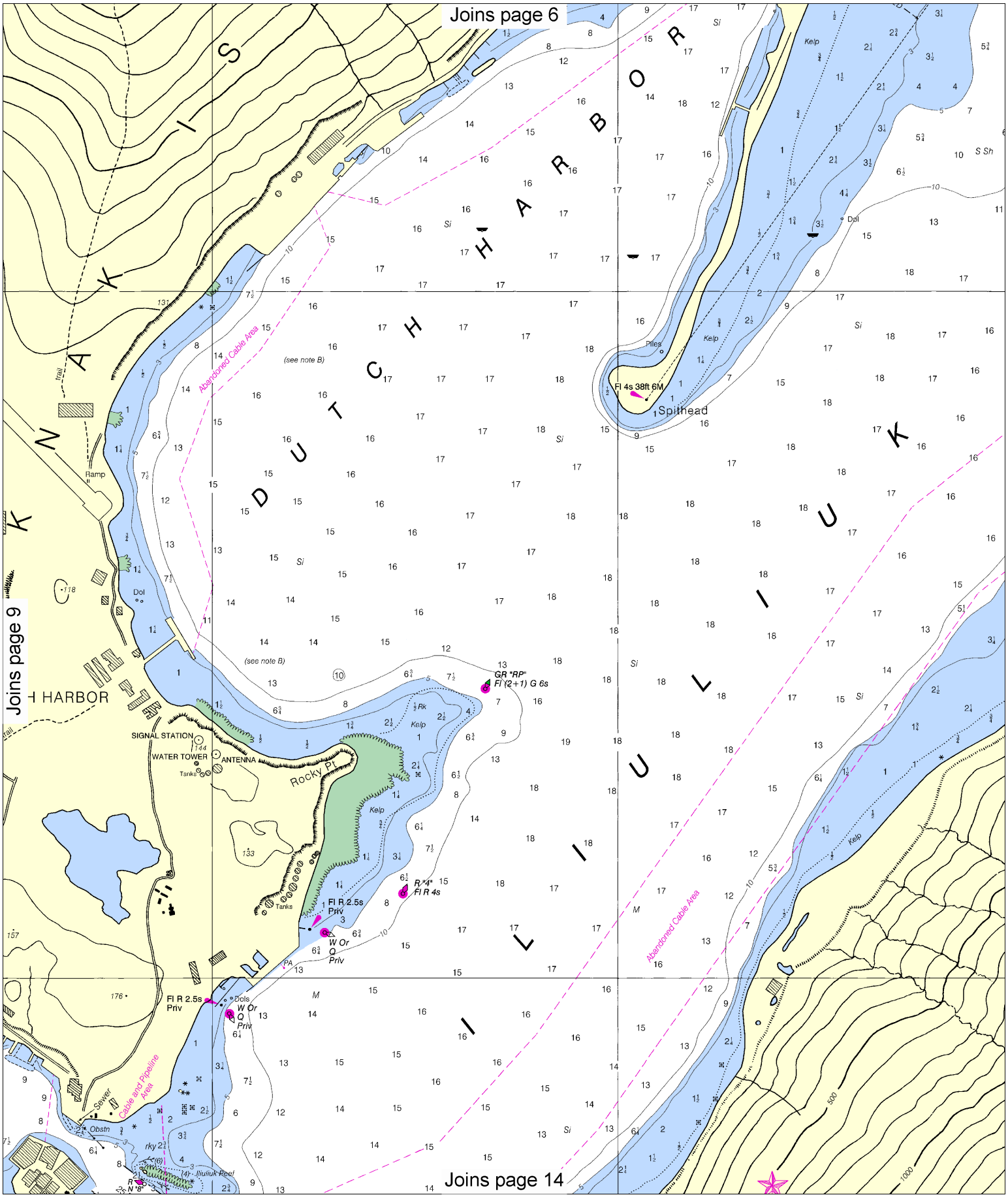
Note: Chart grid lines are aligned with true north.


Joins page 5
HARBOUR
SOUTH CHANNEL
BAY
Obstn
Kelp
Piles
Fl 4s 38ft 6M
Spithead
Dol
S Sh
Si
Rocky Pt
Fl R 2.5s
Priv
W Or
Q
Priv
R "4"
Fl R 4s
GR "RP"
Fl (2+1) G 6s
Rk
Abandoned Cable Area
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.

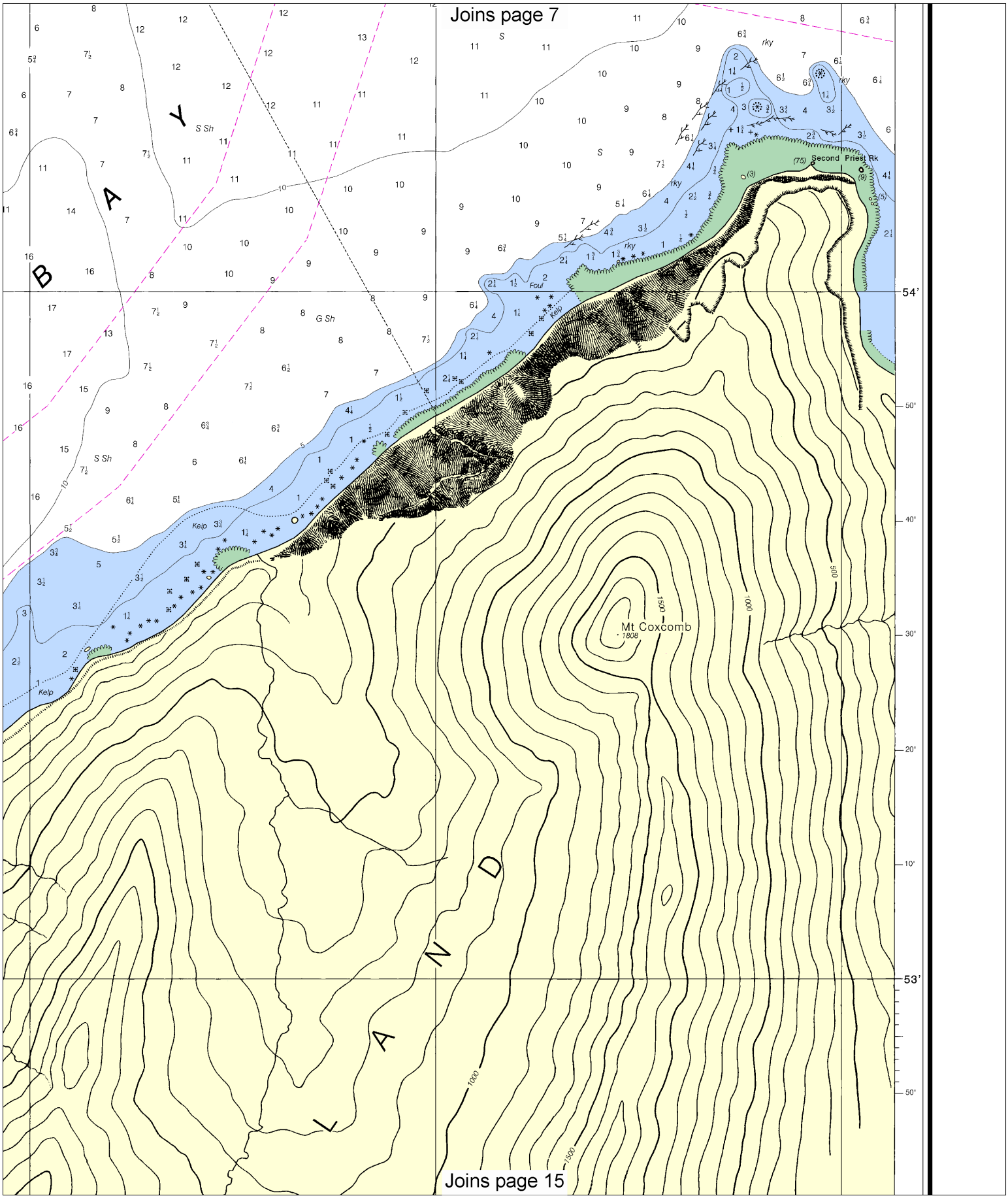
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

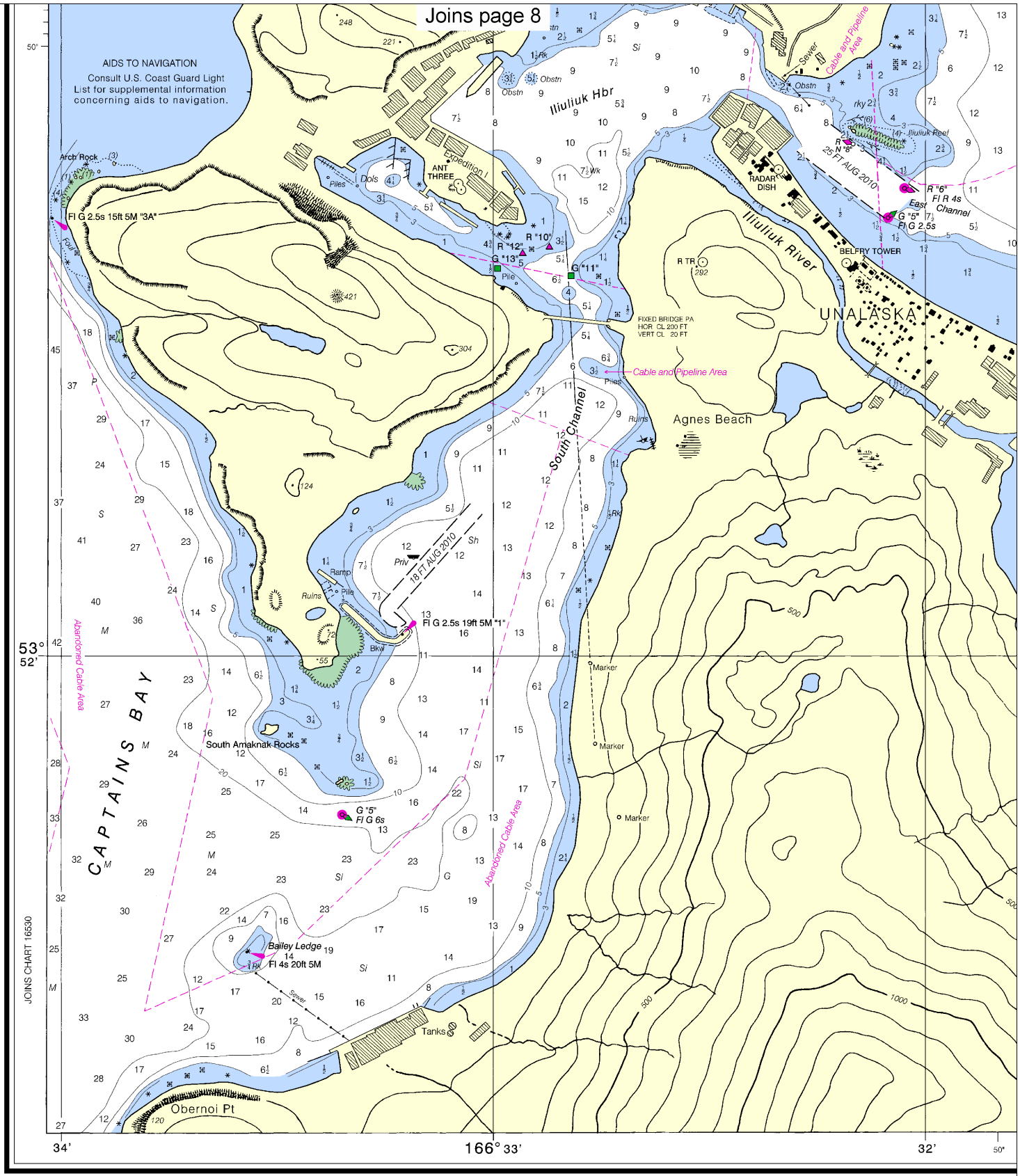
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
B A Y
S Sh
G Sh
S Sh
Kelp
Kelp
Kelp
Foul
rky
rky
rky
Second Priest Rk
(75)
(3)
(9)
(5)
Mt Coxcomb
1808
1500
1000
500
1000
1500
L A N D
54'
53'
50"
40"
30"
20"
10"
50"
Joins page 15



16th Ed., Oct. / 10 ■ Corrected through NM Oct. 9/10
Corrected through LNM Sep. 28/10

16529

CAUTION

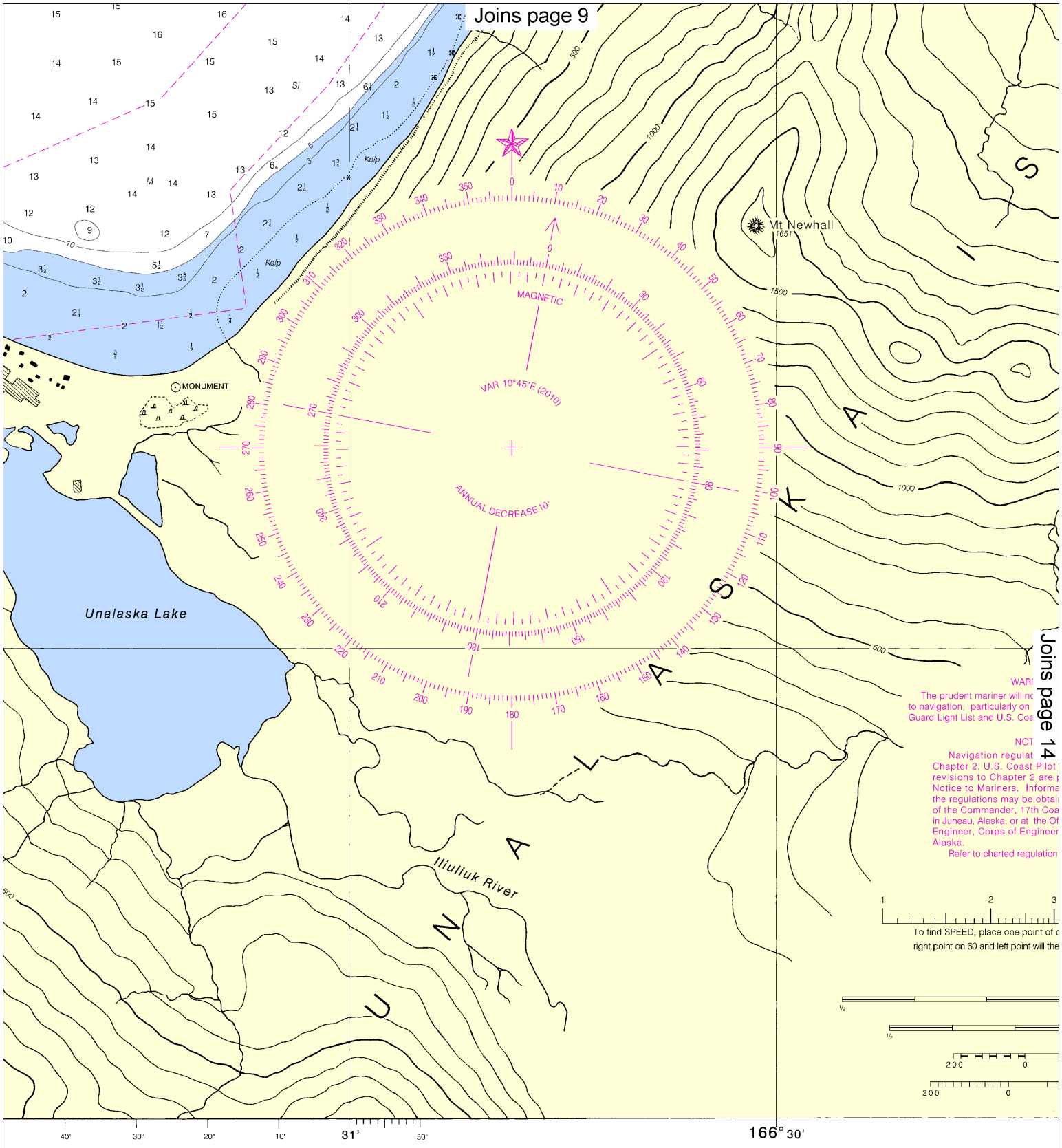
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe na
Ocean Service encourages users to submit corrections, addit
improving this chart to the Chief, Marine Chart Division (N/
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

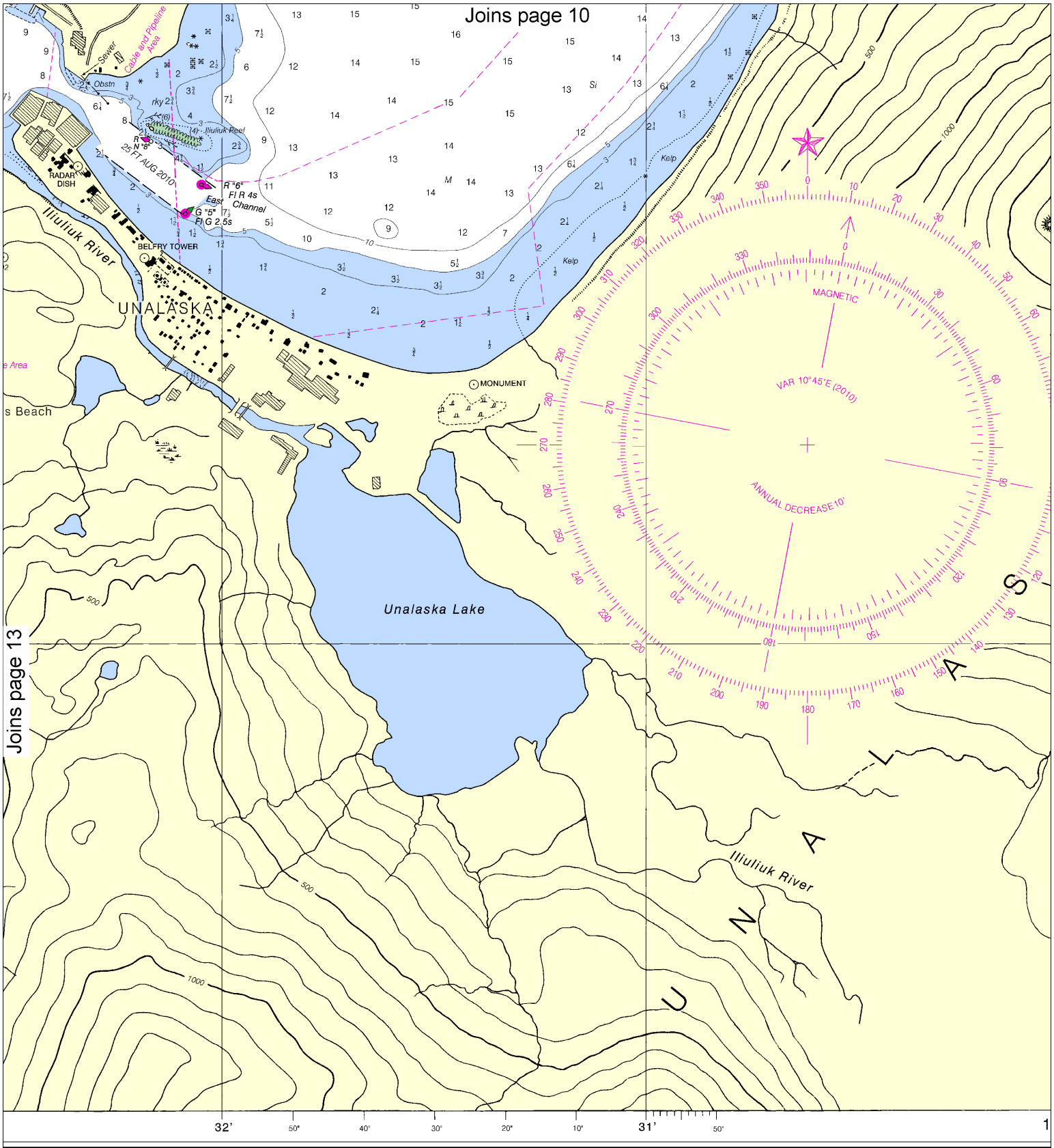
Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



navigation. The National
ditions, or comments for
N/CS2), National Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHO



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SC

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 11

Mt Newhall
1651

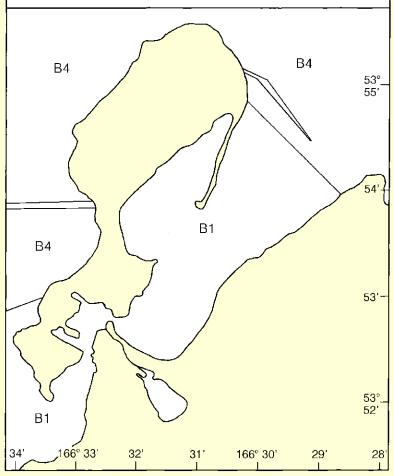
1500
1000
500

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B1	1990-1991	NOS Survey	partial bottom coverage
B4	1900-1939	NOS Survey	partial bottom coverage



53° 52'

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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RADAR REFLECTORS

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:10,000

Nautical Miles
½ 0 ½

Statute Miles
⅓ 0 ⅓

Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200

FATHOMS	FEET	METERS
1	6	2
2	12	4
3	18	5
4	24	8
5	30	9
6	36	11
7	42	13
8	48	15
9	54	17
10	60	18
11	66	20
12	72	22
13	78	24
14	84	26
15	90	27
16	96	29
17	102	31

166° 30' 29' 28'

815.3 X 675.8 mm

ED. NO. 16

NSN 7642014011257 NGA REFERENCE NO. 16AHA16529

SOUNDINGS IN FATHOMS

Dutch Harbor

SOUNDINGS IN FATHOMS - SCALE 1:10,000

16529

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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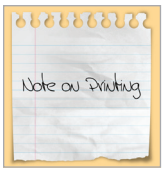

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